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APPLICATION NO.	FILING DATE	FIRST NAMED INVENTOR	ATTORNEY DOCKET NO.	CONFIRMATION NO.
09/836,083	04/17/2001	Akira Shinada	7217/64316	7741
7590	11/30/2004		EXAMINER	
COOPER & DUNHAM LLP 1185 Avenue of the Americas New York, NY 10036				NGUYEN, NAM V
		ART UNIT	PAPER NUMBER	2635

DATE MAILED: 11/30/2004

Please find below and/or attached an Office communication concerning this application or proceeding.

Office Action Summary	Application No.	Applicant(s)
	09/836,083	SHINADA, AKIRA
	Examiner Nam V Nguyen	Art Unit 2635

-- The MAILING DATE of this communication appears on the cover sheet with the correspondence address --

Period for Reply

A SHORTENED STATUTORY PERIOD FOR REPLY IS SET TO EXPIRE 3 MONTH(S) FROM THE MAILING DATE OF THIS COMMUNICATION.

- Extensions of time may be available under the provisions of 37 CFR 1.136(a). In no event, however, may a reply be timely filed after SIX (6) MONTHS from the mailing date of this communication.
- If the period for reply specified above is less than thirty (30) days, a reply within the statutory minimum of thirty (30) days will be considered timely.
- If NO period for reply is specified above, the maximum statutory period will apply and will expire SIX (6) MONTHS from the mailing date of this communication.
- Failure to reply within the set or extended period for reply will, by statute, cause the application to become ABANDONED (35 U.S.C. § 133). Any reply received by the Office later than three months after the mailing date of this communication, even if timely filed, may reduce any earned patent term adjustment. See 37 CFR 1.704(b).

Status

1) Responsive to communication(s) filed on 03 September 2004.
 2a) This action is **FINAL**. 2b) This action is non-final.
 3) Since this application is in condition for allowance except for formal matters, prosecution as to the merits is closed in accordance with the practice under *Ex parte Quayle*, 1935 C.D. 11, 453 O.G. 213.

Disposition of Claims

4) Claim(s) 1-9 is/are pending in the application.
 4a) Of the above claim(s) _____ is/are withdrawn from consideration.
 5) Claim(s) _____ is/are allowed.
 6) Claim(s) 1-9 is/are rejected.
 7) Claim(s) _____ is/are objected to.
 8) Claim(s) _____ are subject to restriction and/or election requirement.

Application Papers

9) The specification is objected to by the Examiner.
 10) The drawing(s) filed on _____ is/are: a) accepted or b) objected to by the Examiner.
 Applicant may not request that any objection to the drawing(s) be held in abeyance. See 37 CFR 1.85(a).
 Replacement drawing sheet(s) including the correction is required if the drawing(s) is objected to. See 37 CFR 1.121(d).
 11) The oath or declaration is objected to by the Examiner. Note the attached Office Action or form PTO-152.

Priority under 35 U.S.C. § 119

12) Acknowledgment is made of a claim for foreign priority under 35 U.S.C. § 119(a)-(d) or (f).
 a) All b) Some * c) None of:
 1. Certified copies of the priority documents have been received.
 2. Certified copies of the priority documents have been received in Application No. _____.
 3. Copies of the certified copies of the priority documents have been received in this National Stage application from the International Bureau (PCT Rule 17.2(a)).

* See the attached detailed Office action for a list of the certified copies not received.

Attachment(s)

1) <input checked="" type="checkbox"/> Notice of References Cited (PTO-892)	4) <input type="checkbox"/> Interview Summary (PTO-413)
2) <input type="checkbox"/> Notice of Draftsperson's Patent Drawing Review (PTO-948)	Paper No(s)/Mail Date. _____
3) <input type="checkbox"/> Information Disclosure Statement(s) (PTO-1449 or PTO/SB/08) Paper No(s)/Mail Date _____	5) <input type="checkbox"/> Notice of Informal Patent Application (PTO-152)
	6) <input type="checkbox"/> Other: _____

DETAILED ACTION

This communication is in response to applicant's response to an Amendment A which is filed July 1, 2004 by a request for continued examination filed September 3, 2004.

An amendment to the claims 1 and 10 has been entered and made of record in the application of Shinada for an "apparatus for controlling an electronic equipment for vehicles" filed April 17, 2001.

Claim 10 is cancelled.

Claims 1-9 are pending.

Response to Arguments

Applicant's amendment and arguments with respect to claim 1, filed July 1, 2004 have been fully considered but are moot in view of the new ground(s) of rejection.

Claim Rejections - 35 USC § 103

The following is a quotation of 35 U.S.C. 103(a) which forms the basis for all obviousness rejections set forth in this Office action:

(a) A patent may not be obtained though the invention is not identically disclosed or described as set forth in section 102 of this title, if the differences between the subject matter sought to be patented and the prior art are such that the subject matter as a whole would have been obvious at the time the invention was made to a person having ordinary skill in the art to which said subject matter pertains. Patentability shall not be negated by the manner in which the invention was made.

Claims 1-2, 4, 6 and 8-9 are rejected under 35 U.S.C. 103(a) as being unpatentable over Ohta et al. (US# 6,002,341) in view of Luebke et al. (US# 6,034,617).

Referring to claim 1, Ohta et al. disclose an apparatus for controlling an electronic equipment (18 and 19) for vehicles (column 1 lines 49 to 63; see Figure 1) comprising:

Detection means (30, 22 or 12) (i.e. an input interface) for detecting a commencement of a condition of use (i.e. lock/unlock or operate a door handle) of a vehicle (1) (i.e. vehicle body) employing the electronic equipment (18 and 19) (i.e. a door control relay and actuator) for vehicles (column 2 lines 54 to column 3 lines 12; see Figure 1);

Control means (25) (i.e. a door lock control unit) for controlling operations of the electronic equipment (18 and 19) for vehicles (1) (column 3 lines 12 to 22), wherein when the commencement of the condition of use (i.e. lock or unlock a door) of the vehicle (1) is detected by the detection means (30), said control means (25) output a signal to cause the electronic equipment (18 and 19) to be shift from a non-operative condition (201) (i.e. in standing by mode) to a standby-condition (203 or 206) (i.e. wake up mode) from which the electronic equipment can be shifted into a normally operating condition (204 or 207) (i.e. unlock or lock output) (column 4 lines 17 to column 5 lines 23; see Figures 1-4).

However, Ohta et al. did not explicitly disclose that pause control means included in said electronic equipment for receiving the signal output from the control means for placing the electronic equipment in a pause mode for a predetermined period of time before shifting from the standby-condition to the normal operating condition.

In the same field of endeavor of controlling operation of on-vehicle apparatus, Luebke et al. teach that pause control means (76) (i.e. set delay timer) included in said electronic equipment (20) (i.e. mechanism outputs of a motor vehicle control system 10) for receiving the signal output from the control means (16) (i.e. a controller) for placing the electronic equipment (20) in

a pause mode (i.e. delay routine) for a predetermined period of time before shifting from the standby-condition (i.e. in waiting mode) to the normal operating condition (i.e. unlock or lock function) (column 5 lines 6 to 19; see Figures 1-3) in order to make sure the intention to unlock the door of the motor vehicle.

One of ordinary skilled in the art recognizes the need to add a set delay timer in control circuit of a keyless motor vehicle control system of Luebke et al. in the operation from standby mode to a wake up mode then to output control signals of the door lock control apparatus of Ohta et al. because Ohta et al. suggest it is desired to wait until the door switch is turned OFF before proceed to output a unlock signal (column 4 lines 58 to 65; see Figure 3) and Luebke et al. teach that a set delay timer within a controller is set to a predefined period to wait for a driver intention to unlock the doors (column 5 lines 6 to 12) in order to make sure the driver's intention before unlocking the vehicle doors when the control circuit receives the command signal. Therefore, it would have been obvious to a person of ordinary skill in the art at the time of the invention was made add a set delay timer in control circuit of a keyless motor vehicle control system of Luebke et al. in the operation from standby mode to a wake up mode then to output control signals of the door lock control apparatus of Ohta et al. with the motivation for doing so would have been to provide a door lock control module to operate at a desire condition of a door lock mechanism.

Referring to claim 2, Ohta et al. in view of Luebke et al. disclose the apparatus according to claim 1, Ohta et al. disclose wherein said detection means (30) is provided in a control unit (20) (i.e. a door lock control unit) which is shifted into the normally operating condition (i.e. a wake up mode) from the standby condition (i.e. a waiting mode) for controlling operations (i.e.

lock or unlock) of a motor-operated apparatus employed in the vehicle when the condition of use (i.e. lock/unlock or operate a door handle) of the vehicle (1) is commenced, and is operative to detect the commencement of the condition of use of the vehicle by detecting a shift of the control unit (20) into the normally operating condition from the standby condition (column 3 lines 6 to 22; see Figures 1 and 3-4).

Referring to claim 4, Ohta et al. in view of Luebke et al. disclose the apparatus according to claim 2, Ohta et al. disclose wherein said control unit (25) is shifted into the normally operating condition from the standby condition when the reception of a lock control signal for unlocking door lock means (106) provided in the vehicle is detected by lock control signal receiving means (22) provided in the vehicle (column 4 lines 40 to 65; see Figure 3).

Referring to claim 6, Ohta et al. in view of Luebke et al. disclose the apparatus according to claim 2, Ohta et al. disclose wherein said control unit is shifted into the normally operating condition from the standby condition when a manual handling to a door knob (12) (i.e. a door handle switch) of the vehicle for unlocking door lock means provided in the vehicle is detected by door knob handling detecting means provided in the vehicle (column 2 lines 54 to 65; see Figures 1 and 2).

Referring to claim 8, Ohta et al. in view of Luebke et al. disclose the apparatus according to claim 1, Ohta et al. disclose wherein said detecting means (22) is operative to detect the commencement of the condition of use of the vehicle with the reception of a lock control signal

for unlocking door lock means (106) provided in the vehicle is detected by lock control signal receiving means (22) provided in the vehicle (column 4 lines 40 to 65; see Figure 3).

Referring to claim 9, Ohta et al. in view of Luebke et al. disclose the apparatus according to claim 1, Ohta et al. disclose wherein said detecting means (12 and 7) is operative to detect the commencement of the condition of use (i.e. lock or unlock) of the vehicle with a manual handling to a door knob (12) (i.e. a door handle switch) of the vehicle for unlocking door lock means provided in the vehicle is detected by door knob handling detecting means provided in the vehicle (column 2 lines 33 to 65; see Figures 1 and 2).

Claims 3, 5 and 7 are rejected under 35 U.S.C. 103(a) as being unpatentable over Ohta et al. (US# 6,002,341) in view of Luebke et al. (US# 6,034,617) as applied to claim 2 above, and in view of Hsu (US# 6,339,340).

Referring to claim 3, Ohta et al. in view of Luebke et al. disclose the apparatus according to claim 2, however, Ohta et al. in view of Luebke et al. did not explicitly disclose wherein said detection means is operative to detect the shift of the control unit into the normally operating condition from the standby condition by detecting starting voltage variations occurring in the control unit.

In the same field of endeavor of detecting the voltage, Hsu teaches that detection means (423) (i.e. voltage monitoring circuit) is operative to detect the shift of the control unit (421) into the normally operating condition from the standby condition by detecting starting voltage

variations occurring in the control unit (421) (column 3 lines 1 to 17; column 5 lines 35 to 49; see Figures 4 and 11) in order to determine the capacity of the standby power is activated or not.

One of ordinary skilled in the art recognizes the need to add a voltage monitoring circuit to detect the variation of the capacity of the standby power of Hsu in the door lock control unit of Ohta et al. in view of Luebke et al. because Ohta et al. suggest it is desired to provide that a door lock control unit detects the operating condition of a battery and a contact electrode to shift into the wake up mode from a standing by mode to drive the door locking mechanism (column 2 line 54 to column 3 line 22; see Figure 1) and Hsu teaches that the a voltage monitoring circuit to detect the variation of standby power to output a signal to the control unit (column 5 lines 35 to 49; see Figures 4 and 11) in order to judge the capacity of the standby power supplied by the power supply. Therefore, it would have been obvious to a person of ordinary skill in the art at the time of the invention was made to add a voltage monitoring circuit to detect the variation of the capacity of the standby power of Hsu in the door lock control unit of Ohta et al. in view of Luebke et al. with the motivation for doing so would have been to provide a detection circuitry to monitor the power supply of the vehicle door lock control apparatus in order to have a safe and efficient power supply to the control unit.

Referring to claims 5 and 7, Ohta et al. in view of Luebke et al. and in further view of Hsu disclose the apparatus according to claim 3, the claims 5 and 7 same as in the claims 4 and 6 already addressed above therefore claims 5 and 7 are also rejected for the same reasons given with respect to claims 4 and 6.

Conclusion

The prior art made of record and not relied upon is considered pertinent to applicant's disclosure.

Kulha et al. (US# 5,973,611) disclose a hands-free remote entry system.

Steiner (US# 6,577,226) discloses a system and method for automatic vehicle unlock initiated via beam interruption.

Any inquiry concerning this communication or earlier communications from the examiner should be directed to Nam V Nguyen whose telephone number is 703-305-3867. The examiner can normally be reached on Mon-Fri, 8:30AM - 5:00PM.

If attempts to reach the examiner by telephone are unsuccessful, the examiner's supervisor, Michael Horabik can be reached on 703-305-4704. The fax phone numbers for the organization where this application or proceeding is assigned are 703-872-9314 for regular communications and 703-872-9314 for After Final communications.

Any inquiry of a general nature or relating to the status of this application or proceeding should be directed to the receptionist whose telephone number is 703-305-3900.

Nam Nguyen
November 22, 2004



MICHAEL HORABIK
SUPERVISORY PATENT EXAMINER
TECHNOLOGY CENTER 2600

